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THE NATIONAL REPUBLICAN

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BY THE NATIONAL REPUBLICAN COMPANY.

WASHINGTON, D. C.

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A native of the District, thoroughly acquainted with its needs, identified with its business interests, respected by the people, possessing energy, integrity, and capacity, Mr. Wheatley will have the confidence of our citizens and they will expect him to make a good record.

Major Wm. Ludlow, who is named to succeed Engineer Commissioner Lydecker, has an enviable reputation as an officer and a gentleman. He has been for two or three years past in charge of the Philadelphia water supply system and has, in that capacity, acquitted himself in the most creditable manner. His selection is conceded to be a well-considered act.

Upon the whole yesterday was a good day for the District in executive quarters.

SENATOR BOWEN'S FINANCIAL SPEECH.

Senator Bowen, of Colorado, yesterday made one of the ablest speeches ever delivered in the Senate upon the financial question. Of course, it was in favor of the metal.

BOWEN went over the whole field of finance, giving the history of the systems in all civilized countries, and proposed that America should free herself from the traditions of the old world, controlled in the interest of capital as against labor, and inaugurate a system suited to the genius of our government, which is founded upon the rights of labor.

This speech was remarkable in many respects, but mainly for its statesmanlike research and comprehensive review of the condition of this country and others in financial matters. It is an analytical review, as a man's knife is the flinty pretenses of the monetarists, and cannot be answered by such as "sagebrush statements," nor by any array of facts or figures in favor of a single standard.

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In that case what would become of the party which has recently assailed American labor by crushing a great shipbuilder into bankruptcy, by letting out government work to be performed by convicts, by passing to go to Europe for steam engines, and by preparing for a general raid on protected industries?

WE print this morning a communication from E. L. Correll, chief engineer of the A. & P. Ship Railway, to refer to an editorial in THE NATIONAL REPUBLICAN of yesterday.

It will be noticed that our premises, in the main, are admitted—namely, that a toll of \$1 per ton will be levied on a ship's tonnage, which is equal to a charge of nine cents a bushel on wheat.

Mr. Correll argues that, because the Panama railroad has not transported much wheat, our suggestion of an iron river, upon which every ton may move as wagons on a highway, under rules prescribed by the government, is not practicable.

Upon this point we take issue, and will furnish the proofs at another time.

In regard to transportation via Cape Horn there is no dispute about distance, but the rate of freight has been as low as thirty shillings, or \$7.50, per ton, a little more than double what Capt. Eads proposes to charge for a distance of one hundred and thirty-four miles.

THE MORMON women vigorously assert that it is their inalienable right to marry and vote as often as they please. Their right to assert this cannot be denied, but the penitentiary door yawns for those who pass from words to probable acts of the character referred to.

SENATOR CHARLES W. JONES is expected to contribute a poem to the pending Senate debate.

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A. AND P. SHIP RAILWAY.

A COMMUNICATION from Its Chief Engineer to the AMERICAN REPUBLICAN.

EDITION NATIONAL REPUBLICAN: You will, I assure, allow me to correct through your columns one or two errors which appear in your editorial of this morning, entitled "Interest in Trans-

port." You state "the cost of transferring a ship's cargo by the proposed transhipping railway, a distance of 124 miles, is estimated at \$8 per ton." This rate would give a railroad company for a car of twenty tons \$60 for that distance. Twenty tons of wheat, at six bushels to the barrel, equals 1,200 bushels. At \$8 per bushel, the cost of transhipping is \$9,600.

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